

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

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ST. LOUIS PIPELINE CORPORATION

Petition pursuant to Sections 8-503,
8-509, 15-101 and 15-401 of the Public
Utilities Act for a certificate authorizing
operation as a common carrier by pipeline,
and for entry of an order authorizing
and directing construction and operation
of a petroleum pipeline and granting
authority to exercise eminent domain.

Docket No.: 02-0664

RESPONSES TO STAFF DATA REQUESTS ENG 1.1 - ENG 1.25

ST. LOUIS PIPELINE CORPORATION

By: 

One of Its Attorneys

NOTE: Responses were prepared in congress by Bob Rose, President of St. Louis Pipeline Corporation, Don Hopgood, General Manager of St. Louis Pipeline Corporation, and Edward D. McNamara, Jr., attorney for St. Louis Pipeline Corporation, with the exception of Requests ENG 1.1, 1.9-1.13, and 1.24-1.25 which were prepared solely by Edward D. McNamara, Jr.

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CHIEF CLERK'S OFFICE

2004 SEP 27 A 11:

ILLINOIS
COMMERCE COMMISSION

10/1/04
PETITIONER'S
EXHIBIT

1. Is the Company operating as an interstate or an intrastate carrier, or both? Please explain.

ANSWER: St. Louis Pipeline Corporation ("St. Louis Pipeline" or "The Company") is currently operating as an interstate carrier.

2. **Provide a sheet detailing the size, length, current capacity, products shipped, and normal operating flow rates for each pipeline.**

ANSWER: St. Louis Pipeline consists of one pipeline that has sections of pipe that are four, six, and eight inches in diameter, with a total length of 22.5 miles. The pipeline spans from the City of Hartford, Madison County, Illinois to Lambert International Airport, St. Louis County, Missouri. The maximum operating pressure for this pipeline is six-hundred twelve (612) pounds per square inch (PSI). The normal operating pressure is approximately four-hundred eighty (480) PSI. The pipeline operates as a single-product carrier (Jet-A Aviation Fuel). Jet-A Aviation Fuel is a kerosene-based product. The pipeline can transport a maximum of 588,000 gallons of fuel per twenty-four hour period. During normal operations, the pipeline transports approximately 470,000 gallons per twenty-four hour period.

See Attachment 1 (As-built drawings of the pipeline).

3. **Has the Company ever been charged with violating any Federal or State laws, rules or regulations related to the operation of its pipeline systems within the last ten years? If yes, then provide the following:**

- a. **citation to the specific law, rule or regulation violated;**
- b. **short synopsis of the facts alleged which formed the basis for the charge;**
- c. **the outcome of the charge;**
- d. **time period covered by the charge; and**
- e. **location of the pipeline system where the violation is alleged to have occurred.**

ANSWER: No, the Company has not been charged with any violation of Federal or State laws over the last ten years. As required, the U.S. Department of Transportation (DOT) performs regular, routine audits of pipeline operations. The DOT then submits requested corrective action, to which St. Louis Pipeline has always fully complied. Supporting documentation can be provided by request.

4. Provide a list of complaints lodged against the Company and/or any of its affiliates by property owners adjacent to or nearby any pipeline that it owned or operated within the last five years. Also, include as part of your response, the name and location of the party lodging the complaint, the date on which the complaint was lodged, the nature of the complaint and what steps were taken to resolve the complaint.

ANSWER: We are not aware of any complaints lodged against the system within the last five years.

5. Provide copies of all tariffs currently in place for the Company.

ANSWER: See Attachment 2.

6. Provide a map of the all pipelines owned and operated by the Company.

ANSWER: See Attachment 1 (As-built drawings of the pipeline).

7. **Provide a color coded map or maps which shows existing and proposed pipelines that provide similar product deliveries to Illinois and the other areas served by the Company's pipeline system. Also list the capacity of these lines, the owner, and the line operator and explain if they are also used to transport other products. If so, explain how frequently those pipelines are used for the delivery of other products.**

ANSWER: According to Hans Shieh, Staff Engineer – DOT Office of Pipeline Safety, this map does not exist at this time. Mr. Shieh did provided the names of the companies that operate a pipeline in the area of Cahokia Diversion Canal. This listing of Pipeline operators in this area is found in Attachment 4. Shell Pipeline Company has a ten inch pipeline that begins in Roxana, Illinois and goes to Lambert International Airport. This pipeline provides Jet-A fuel only to the airport. To the best of our knowledge, this is a single product pipeline. We have no further information concerning Shell's pipeline.

8. **What entities currently transport products via the pipelines that the Company is trying to certify in this proceeding? Provide all correspondence that the Company has had with each of these entities regarding the use of the proposed pipelines in question.**

ANSWER: The pipeline in question currently transports for American Airlines, which acquired TWA. The product is owned by American Airlines and placed in The Company's custody. St. Louis Pipeline has provided American Airlines with a certificate of insurance showing \$50 million of pollution liability, which includes jet fuel. We are not able to provide all correspondence as this documentation consists of a very small number of letters covering many years. These letters are not assembled in any specific files and to assemble such correspondence would entail a massive search of the corporate files.

9. **Explain how the Company plans on fulfilling the requirements of Section 15-601 of the Public Utilities Act during the operation of the pipeline system.**

ANSWER: The Company operates pursuant to all applicable Federal and State safety regulations. The Company will continue to make sure that all employees are familiar with all applicable regulations and conform the operations of The Company to these applicable regulations.

11. Define the term "public need" and explain why a public need for the pipeline system exists, as required by Section 15-401(b) of the Public Utilities Act.

ANSWER: The term "public need" is defined as the need of the public, as opposed to the need of an individual, a number of individuals, or a limited number of private interests. The pipeline in question supplies jet fuel to Lambert International Airport at St. Louis Missouri. There exists only one other pipeline that serves Lambert Airport. It is not feasible to supply jet fuel to the airport by truck. In addition, the attempt to supply jet fuel to the airport by truck would cause major road congestion, result in additional road wear, and create additional safety hazards. The general public that utilizes Lambert Airport is benefitted by the utilization of the pipeline in question.

12. Define the term "fit, willing, and able" and explain how the Company meets those criteria, as required by Section 15-401(b) of the Public Utilities Act.

ANSWER: The term "fit, willing, and able" is defined as the willingness and ability of The Company to operate pursuant to all applicable statutes and regulations. This includes substantial compliance, in the past, by The Company with all applicable statutes and regulations. This also includes the fact that The Company possesses the equipment, facilities, financial resources, knowledge, and experience to provide the proposed service in compliance with applicable statutes and regulations.

13. Define the term "public convenience and necessity" and explain why the public convenience and necessity requires this pipeline system, as required by Section 15-401(b) of the Public Utilities Act.

ANSWER: The term "public convenience and necessity" is defined as needful and useful to the general public, as opposed to any individual or number of individuals. It should be noted that "necessity," for the purposes of "public convenience and necessity," does not necessarily mean indispensably requisite. The pipeline in question supplies jet fuel to Lambert International Airport at St. Louis Missouri. There exists only one other pipeline that serves Lambert Airport. It is not feasible to supply jet fuel to the airport by truck. In addition, the attempt to supply jet fuel to the airport by truck would cause major road congestion, result in additional road wear, and create additional safety hazards. The general public that utilizes Lambert Airport is benefitted by the utilization of the pipeline in question. Likewise, taxpayers in the State of Illinois and in the State of Missouri, as well as taxpayers throughout the United States, benefit from decreased wear and tear on the public highways. The citizens of the State of Illinois, the State of Missouri, and throughout the United States who utilize public roadways between Wood River, Illinois and Lambert Airport benefit by a decrease in truck traffic due to the transportation of the jet fuel in question by a pipeline versus trucks.

14. **Provide evidence that the Company has a legitimate business concern (copy of Certificate of Incorporation, etc.).**

ANSWER: See Attachment 3 (Documents of Incorporation and Certificate of Good Standing).

15. Provide a list identifying all pipeline leaks or losses of structural integrity on the Company's pipeline system that have occurred in the last ten years. For each occurrence identified, provide the following:

- a. cause of the leak;
- b. name and location of party who caused the leak;
- c. magnitude/size of the leak;
- d. date on which the leak was detected;
- e. date on which repair work was begun;
- f. date on which repair work was completed;
- g. type of product which was leaked;
- h. estimate number of barrels or gallons of product which was leaked;
- i. whether there was damage to property not owned by the Company;
- j. extent of damage, including type of damage and dollar estimate;
- k. whether the Company reimbursed the parties for this damage;
- l. extent of environmental damage, including cost and type.

ANSWER: There have been no leaks or losses of structural integrity within the St. Louis Pipeline system over the last ten years.

Although The Company has experienced no pipeline leaks or losses of structural integrity, the status of the Mississippi River Crossing could not be verified in 1997 and The Company decided to replace the crossing with new piping. In February, 1997, The Company replaced the steel piping that traversed the Mississippi River with new, eight-inch heavy-wall steel piping which has an extra-strength coating product named Power Crete.

16. **Assuming there is a leak due to a rupture on the pipeline system, explain what health hazards the leak would represent, what likely environmental impacts would likely occur and if any other special problems that the leak would present.**

ANSWER: Attachment 5 contains the Material Safety Data Sheet (MSDS) for Jet-A Aviation Fuel, which covers the health and environmental hazards associated with this product. In addition, the DOT, Environmental Protection Agency, and all State and local laws require St. Louis Pipeline to assemble an Integrated Contingency Plan (ICP), which covers the operation and reaction to fuel spills, pipeline breaks, and/or leaks. This ICP was approved by the DOT December 19, 2000. This plan discusses fuel spills and pipeline breaks at several critical locations and the action to be taken by The Company, as well as several Federal, State, and local agencies. The Company's ICP is included in Attachment 5. Attachment 6 is a copy of The Company's certified Spill Prevention Control and Countermeasure (SPCC) plan.

17. Does the pipeline in question serve any customers other than Lambert Airport? If so, provide the location and number of customers served.

ANSWER: No.

18. What is the current demand in Illinois and the other markets served by the pipeline system for the products being shipped on this pipeline system? Provide the source of your estimate (i.e. Company documentation, Federal reports, etc.).

ANSWER: The pipeline is dedicated to supply Lambert International Airport. The pipeline does not serve any other markets.

19. What is the forecasted demand in Missouri and the other areas listed in ENG 1.17 for the products being shipped on this pipeline system one year, five years and ten years from today? Provide the source of your estimate (i.e. Company documentation, Federal reports, etc.).

ANSWER: The estimated forecast for the next 12 months would be in the neighborhood of fifty million (50,000,000) gallons of Jet-A Aviation Fuel. Our forecast for the next five years is seventy-five million, six-hundred thousand (75,600,000) gallons per year and the ten-year forecast is eight-three million, one-hundred sixty thousand (83,160,000) gallons per year. These figures are based on the Lambert Master Plan Supplement Study, completed in 1995, and the recent completion of a new fuel storage system that will allow St. Louis Pipeline to handle a larger share of the local market.

20. Does the Company foresee using the proposed pipeline for any purpose other than delivering products that the Company indicated in its petition? If yes, identify what other substances are being considered for transport and detail what permits, licenses, etc. that must be obtained in order to transport these other substances.

ANSWER: St. Louis Pipeline is a single-product carrier and does not anticipate any change in the grade of product being shipped.

21. **What means are currently available to provide the market area with a supply of the products being shipped on this pipeline system? Information should include amount of capacity available from each source (ie. gallons per day available via pipeline, truck, rail, barge etc.) and the source of your estimate.**

ANSWER: There are currently two methods to service Jet-A Aviation fuel to Lambert International Airport—via pipeline and tank truck.

Currently, there are two active Jet-A pipelines that service Lambert International Airport. Line one is the Shell Oil Company pipeline, which is a ten-inch pipeline. Line two is St. Louis Pipeline, which has the capability to provide 588,000 gallons per day. Current Jet-A fuel demand is approximately 850,000 gallons per day. Prior to September 11, 2001, Lambert International Airport had demand of 1.2 million gallons per day. This would mean that approximately 163 tank trucks would be needed per day to meet the fuel demand.

The pipelines are critical as the Lambert Airport fuel farm does not have the capability or the facilities to receive 163 tank trucks per day. In addition, the highway infrastructure around, into, and out of Lambert International Airport could not handle this type of tank truck demand without jeopardizing the safety and environment of the area. This calculation is based on figures of 1.2 million gallons per day divided by 7400 gallons per tank truck. Under modern-day fuel requirements, it would take approximately 115 tank trucks per day to satisfy the fuel demand. This calculation is based upon 850,000 gallons per day divided by 7400 gallons per tank truck.

22. What means, besides those listed in response to Staff data request ENG 1.21, are projected to be available to provide the market area with supplies one year, five years and ten years from today? Information should include amount of capacity available from each source (ie. gallons per day available via pipeline, truck, rail, barge etc.) and the source of your estimate.

ANSWER: We are not aware of any change in the modes of receipt of Jet-A aviation fuel into Lambert International Airport. There is a new Fuel Storage System in the design phase of the W1 W Airport expansion project that is due to be built in 2005. Although this system will give the airport more storage capacity, it will not add any new modes of transporting Jet-A fuel into the Airport.

23. **Has the Company been operating the pipeline without an easement from the Metro-East Sanitary District since 1996? Explain why the Company has been unable to negotiate an easement during this time. Also explain what terms or conditions the Company has been operating under during this time with respect to the Metro-East Sanitary District.**

ANSWER: In July, 1996, Don Hopgood, General Manager of The Company, received a phone call from Jim Moore of the Illinois Department of Transportation (IDOT). Mr. Moore asked if Mr. Hopgood had reviewed the new construction drawings for the proposed twin bridges at Illinois Rout 3 and New Poag Road and what effects these new bridges would have on The Company's pipeline. Through several meetings and telephone conversations with Mr. Moore, it was determined that the pipeline would not be in the way of the construction but would be in danger of incurring damage during the construction phase and should be moved. Mr. Moore stated that construction was slated to begin in the Spring of 1997. Mr. Hopgood asked Mr. Moore if the State would be reimbursing The Company for any relocations costs. Mr. Moore stated that The Company's pipeline is located on a State right-of-way and, therefore, no reimbursement would be authorized. In December, 1996, The Company submitted a permit request to the Corps of Engineers in St. Louis and requested a permit to perform a directional bore across the Cahokia Diversion Canal. There were many objections. There were many objections to the directional bore as it would go under both levees and, in the estimate of the Corps, this procedure would jeopardize the integrity of the levees. In January, 1997, Mr. Moore advised that the project had not received any funding and would, most likely, slip until the Fall of 1998. On December 22, 1997 a permit request was sent to Metro-East Levee District and Wood River Levee District. It was during this period of time that Metro-East determined The Company's previous Ordinance 719 had expired in 1995. Up to this point, neither Metro-East Sanitary District nor St. Louis Pipeline Company realized the Ordinance had expired. There was quite a bit of correspondence between St. Louis Pipeline and Metro-East Sanitary District, but no agreement was reached as the relocation was going to put the pipeline in a new easement versus the old easement. Additionally, during this period, Don Hopgood asked Metro-East Sanitary District what part of the Easement they owned and they stated they owned the portion from the middle of the Canal South. Don Hopgood explained that IDOT stated they owned the ground and easement and had purchased it during the 1940s. This was according to Ron Kraus of IDOT. Essentially, the project was completed in November, 1998 and The Company began an investigation into the claims of who owned the property. The cost requested by Metro-East Sanitary District (\$.50 per square foot, with a minimum five-foot wide easement, per year per Metro-East Sanitary District, ltr. dated October 1, 1998) seemed to be unfair versus the previous ordinance 719 which did not cost anything. Additionally, St. Louis Pipeline has already invested over \$500,000 to move a pipeline off of what was stated to be State-owned property. The pipeline, at this time, continues to operate in a status-quo until this situation is corrected or a compromise can be reached.

24. **Explain how the Company has negotiated in good faith with the Metro-East Sanitary District to obtain an easement.**

ANSWER: Edward D. McNamara, Jr., as attorney for The Company, has negotiated with Robert Rongey, the attorney for Metro-East Sanitary District. There have been telephone conversations, as well as the exchange of written correspondence, in the course of negotiations.

25. **Provide the name and phone number of a contact person at the Metro-East Sanitary District who is familiar with the easement negotiations.**

ANSWER: Robert W. Rongey
Attorney for Metro-East Sanitary District
P.O. Box 1326
Granite City, IL 62040-1326

CERTIFICATE OF SERVICE

Edward D. McNamara, Jr., an attorney, hereby certifies that he served a true copy of the foregoing RESPONSES TO STAFF DATA REQUESTS ENG 1.1 – ENG 1.25 on the following individual by placing the same in a plainly-labeled package and hand delivering said package to the following address this 13th day of November, 2002.

Mark Maple
Engineering Department
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701



Edward D. McNamara, Jr.

ATTACHMENT 2

FILED
OFFICE OF THE SECRETARY

94 AUG 19 PM 3:54

St. Louis Pipeline Corporation

P.O. Box 261628
Tampa, FL 33685-1628
Tel: (813) 287-0600
Fax: (813) 287-0117

FEDERAL ENERGY
REGULATORY
COMMISSION

The Honorable Lois D. Cashell
Secretary
Federal Energy Regulatory Commission
825 N. Capitol Street, N.E., Room 3110
Washington, DC 20426

Attention: Mr. Leon Smith, Branch Chief
Rate Review Branch III

August 19, 1994

Dear Ms. Cashell:

Enclosed for filing in accordance with the Interstate Commerce Act and the Commission's Rules of Practice and Procedure is FERC No. 2, issued by St. Louis Pipeline Corporation. This tariff has an issue date of August 19, 1994, an effective date of September 19, 1994, and is issued in place of FERC No. 1, which was withdrawn effective today.

The tariff establishes initial rates, rules and regulations for the transportation of gasoline and petroleum oil distillates from Wood River, Illinois to Lambert International Airport, St. Louis, Missouri.

Also enclosed is St. Louis Pipeline Corporation's cost justification for the tariff rates established by FERC No. 2.

I hereby certify that St. Louis Pipeline Corporation does not have any current shippers or subscribers upon whom to serve a copy of this tariff filing.

Yours sincerely

Robert L. Rose

Robert L. Rose
President

FILED
OFFICE OF THE SECRETARY

94 AUG 19 PM 3:54

U.S. DEPARTMENT OF ENERGY
REGULATORY
COMMISSION

FERC NO. 2

Issued in lieu
of FERC No. 1
which was withdrawn

ST. LOUIS PIPELINE CORPORATION

LOCAL PIPELINE TARIFF

Applying On

PETROLEUM OIL DISTILLATES AND GASOLINE

FROM STATIONS AT	TO STATIONS AT	Rate in Dollars Per Barrel
Wood River.....IL	Lambert International Airport, St. Louis..... MO	0.46

NOTICE - The provisions published herein will, if effective, not result in an effect on the quality of human environment.

Subject to Rules and Regulations shown on Pages 2, 3, 4 and 5.

Issued by:
Robert Rose, President
St. Louis Pipeline Corporation
P.O. Box 261628
Tampa, FL 33685-1628
Tel: (813) 287-0600
Fax: (813) 287-0117

ISSUED: AUGUST 19, 1994

EFFECTIVE: SEPTEMBER 19, 1994

St. Louis Pipeline Corporation (hereinafter called "Carrier"), will undertake the transportation under this tariff of gasoline or petroleum oil distillates as specified in item 1 for pipe line transportation to established delivery points subject to the following rules and regulations.

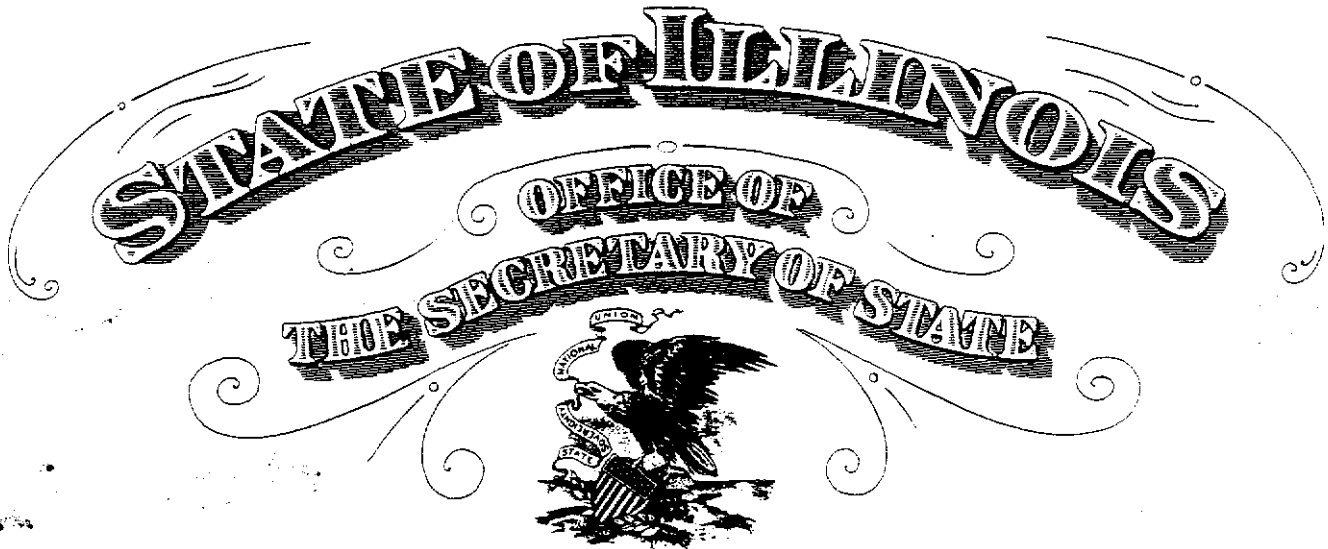
ITEM NO.	SUBJECT	RULES, REGULATIONS, AND CONDITIONS
1	Specifications	Gasoline and petroleum oil distillates will be accepted for transportation at such time as products of similar quality and color are currently being transported from origin points to destinations along Carrier's line. The color shall not be darker than No. 3 National Petroleum Association specification except on gasoline and petroleum oil distillates artificially colored, which will be accepted for transportation regardless of color, and vapor pressure shall not exceed 15 pounds Reid at 100 degrees Fahrenheit (100°F.).
2	Minimum Tender	Gasoline or petroleum oil distillates will be accepted for transportation under this tariff in volumes of not less than 2,000 barrels (42 United States gallons each).
3	Tenders for Shipment	<p>Any shipper desiring to tender gasoline or petroleum oil distillates for transportation hereunder, shall on or before the 15th day of the month, place a notice of the quantity to be tendered during the following month with St. Louis Pipeline Corporation, Tampa, FL. Unless such notification be made, Carrier shall be under no obligation to accept gasoline or petroleum oil distillates for transportation.</p> <p>Tenders, when accepted, will be entered by Carrier on its books as orders. Since products are pumped in a certain sequence for efficient operation, Carrier reserves the right to specify the sequence of shipment of products. As an incident to the acceptance of any tender, the shipper shall furnish and pay the rate indicated on the title page on such buffer material as may be required by Carrier.</p>
4	Facilities at Origin and Destination	Gasoline and petroleum oil distillates will be accepted for transportation only after the shipper has made necessary arrangements for facilities to tender and deliver same at Carrier's manifold at origin at pressures suitable to Carrier's operations and to receive same at Carrier's delivery manifold at destination at rates in accordance with Carrier's operations. Written evidence of such arrangement will be a prerequisite to the acceptance of a tender by Carrier. Only such storage as is necessary incident to transportation will be provided by the Carrier.

ITEM NO.	SUBJECT	RULES, REGULATIONS, AND CONDITIONS
5	Delivery at Destination	Upon arrival at destination the gasoline or petroleum oil distillates will be delivered to storage tanks through facilities provided by Shipper. The Shipper shall receive Carrier's delivery manifold without delay, the gasoline or petroleum oil distillates which have been transported to the delivery point for its account.
6	Identity of Gasoline or Petroleum Oil Distillates	Gasoline and Petroleum oil distillates will be accepted for transportation on the condition that (1) the carrier may inject corrosion inhibitor compound or dye plug in the product to be transported and that the shipper and consignee will accept deliveries of shipments at destination containing portions of the corrosion inhibitor compound and the dye plug. (2) In case shipper injects corrosion inhibitor compound or any other additive in the product to be transported carrier will not guarantee that such additives will remain in the product since filtration at the delivery station will, in some cases, remove the same from the product. (3) The Carrier will use due diligence to transport same to destination with a minimum of contamination and to maintain the identity of each shipment. However, it being impractical to maintain absolute identity of each inbound shipment of gasoline or petroleum oil distillates, reasonable substitution of gallonage of the same kind of commodity will be permitted.
7	Gauging and Testing	Gasoline and petroleum oil distillates tendered to and delivered by Carrier shall be measured through meters, or gauged in tanks if meters are not available, and may be gauged and tested by a representative of the Carrier prior to acceptance for transportation. The shipper shall have the privilege of being present or represented at the measuring, gauging or testing.
8	Loss/Gain Equalization	Pursuant to Item No. 16, any overage or shortage of petroleum products will be adjusted with shippers to allow for inherent losses or gains, including but not limited to shrinkage, evaporation, interface mixture, product measurements and other physical losses not due to negligence of the carrier. The adjustments for losses or gains will be allocated monthly among the shippers in the proportion that the total number of barrels delivered out of the system for each shipper bears to the total number of barrels delivered out of the system for all shippers.
9	Volume Correction	Gasoline and petroleum oil distillates will be received and delivered on the basis of volume corrected from observed temperatures to sixty degrees Fahrenheit (60°F.).

ITEM NO.	SUBJECT	RULES, REGULATIONS, AND CONDITIONS
10	Liens and Unpaid Charges	Gasoline or petroleum oil distillates will be accepted for transportation only when free from all liens and charges.
11	Transportation Charges	Transportation charges will be assessed and collected at the rates named herein and in effect on date of shipment and on the basis of the number of barrels of gasoline or petroleum oil distillates actually delivered at destination after volume temperature corrections as provided for in Item 9.
12	Reconsignment	Reconsignment may be made without charge if requested in writing by the shipper or consignee prior to delivery at destination, subject to the rates, rules, and regulations applicable from point of origin to point of destination.
13	Use of Communication Facilities	When Carrier maintains a private or leased communication facility, shippers may use same without extra charge for messages incident to shipment. However, Carrier shall not be liable for non-delivery of messages away from its offices, for delay in transmission, or for error or interruption of service.
14	Pipage Contracts Required	Separate pipage contracts, in accordance with this tariff and these rules and regulations covering further details, may be required of the proposed shipper before any duty of transportation shall arise.
15	Pro-Ration of Pipe Line Capacity	When the total volume offered for shipment in accordance with Item 3 is greater than can be transported within the period covered by such offers, petroleum products offered by each shipper for transportation will be transported in such quantities and at such times to the limit of carrier's capacity so as to avoid discrimination among shippers.
16	Liability of Carrier	While in possession of any of the property herein described, Carrier shall not be liable for any loss thereof, or damage thereto, or delay caused by the Act of God, the public enemy, quarantine, authority of law, strikes, riots, or the act of default of the shipper owner or consignee or from any other cause not due to the sole negligence of Carrier, whether similar or dissimilar to the causes herein enumerated; in such cases, the owner shall stand the loss in the same proportion as the amount accepted for transportation and actually in Carrier's custody bears to the whole of the property of all shippers in the system of Carrier at the time of such loss and shall be entitled to receive only such portion of the owner's shipment as is left after deducting a due proportion of the loss, as above stated. Statements of the loss, ascertained and computed from the records of the Carrier and in the usual manner by Carrier, are to be accepted as prima facie correct in the distribution of such losses under this rule.

ITEM NO.	SUBJECT	RULES, REGULATIONS, AND CONDITIONS
	Liability of Carrier (Continued)	Carrier will not be liable for discoloration, commingling, contamination or deterioration of gasoline or petroleum oil distillates transported unless such discoloration, commingling, contamination or deterioration is caused by the sole negligence of Carrier. Normal commingling which occurs between batches may be divided as equitably as possible among the shippers participating in the batches causing the commingling.
17	Claims, Suits, Time for Filing	As a condition precedent to recovery, claims must be filed in writing with Carrier within six (6) months after the delivery of the gasoline or petroleum oil distillates or in case of failure to make delivery within six (6) months, after a reasonable time for delivery has elapsed; and suit shall be instituted against Carrier within two (2) years and one (1) day from the day when the notice in writing is given by Carrier to the claimant that Carrier has disallowed the claim or any part or parts thereof as specified in the notice. When claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, Carrier shall not be liable and such claims will not be paid.
18	Connection Policy	<p>Connections to Carrier's pipeline(s) will only be considered if made by formal written notification to Carrier and all requests will be subject to the following standards and conditions.</p> <p>All connections will be subject to design requirements necessary to protect the safety, security, integrity, and efficient operation of the Carrier's pipeline(s) in accordance with generally accepted industry standards. Acceptance of any request for connection will be subject to compliance with governmental regulations.</p>

ATTACHMENT 3



To all to whom these Presents Shall Come, Greeting:

I, Jesse White, Secretary of State of the State of Illinois, do hereby certify that

ST. LOUIS PIPELINE CORPORATION, INCORPORATED IN THE STATE OF MISSOURI AND LICENSED TO TRANSACT BUSINESS IN THIS STATE ON MAY 28, 1970, APPEARS TO HAVE COMPLIED WITH ALL THE PROVISIONS OF THE BUSINESS CORPORATION ACT OF THIS STATE RELATING TO THE FILING OF ANNUAL REPORTS AND PAYMENT OF FRANCHISE TAXES, AND IS AT THIS TIME A FOREIGN CORPORATION IN GOOD STANDING AND AUTHORIZED TO TRANSACT BUSINESS IN THE STATE OF ILLINOIS*****



In Testimony Whereof, I, hereto set my hand and cause to be affixed the Great Seal of the State of Illinois, this 13TH
day of NOVEMBER *A.D.* 2002

Jesse White

SECRETARY OF STATE



To all to whom these Presents Shall Come, Greeting:

I, ALAN J. DIXON, Secretary of State of the State of Illinois, do hereby certify that ST. LOUIS PIPELINE CORPORATION, a Missouri corporation was licensed to transact business in this State May 28, 1970, appears to have complied with all the provisions of the Business Corporation Act of this State, relating to the filing of annual reports and payment of franchise taxes, and is at this time a foreign corporation in Good Standing and authorized to transact business in the State of Illinois.*****

In Testimony Whereof, I have set my hand and cause to be affixed the Great Seal of the State of Illinois
 Done at the City of Springfield, this 22nd
 day of January AD 19 75



Alan J. Dixon
 SECRETARY OF STATE

YEAR OF
FILE PRIOR TO: 2002

05/01/02

STATE OF ILLINOIS
FOREIGN CORPORATION ANNUAL REPORT
PLEASE TYPE OR PRINT CLEARLY IN BLACK INKSLPC/2002
CORPORATION
FILE NO.

F 4967-011-7

1.) NOTE: A Change in the registered agent and/or registered office may only be effected by filing form BCA-5.10/5.20. If there have been any changes in Items 6. or 7a; the enclosed BCA-14.30 must be completed and submitted in the same envelope.

2.) CORPORATE NAME, REGISTERED AGENT, REGISTERED OFFICE, CITY, IL, ZIP CODE

ST. LOUIS PIPELINE CORPORATION
 4 EDWARD D MCNAMARA, JR
 931 SOUTH FOURTH STREET
 SPRINGFIELD, IL. 62703

033095

SANGAMON
COUNTY

3a.) State or Country of Incorporation: MO

3b.) Date Qualified To Do Business in IL:

05/28/1970

4a.) The names and residential addresses of ALL officers & directors MUST be listed here:

OFFICE	NAME	NUMBER & STREET	CITY	STATE	ZIP
President	Robert L Rose	PO Box 35236	Sarasota	FL	34242
Secretary					
Treasurer					
Director					
Director					
Director					

5.) If 51% or more of the stock is owned by a minority or female, please check appropriate box ☐ Minority Owned ☐ Female Owned

6.) Number of shares authorized and issued (as of 02/28/02):

CLASS	SERIES	PAR VALUE	NUMBER AUTHORIZED	NUMBER ISSUED
COMMON		50.00000	5000	4000.000

IMPORTANT: Whenever the amount in Item 6 or 7a differs from the Secretary of State's records, the enclosed BCA 14.30 must be completed.

7a.) The amount of paid-in-capital as of 02/28/02 is: \$ 200,000

7b.) The Paid-in Capital on record with the Secretary of State is: \$ 200,000

(Paid-in Capital reflects the sum of the stated Capital and Paid-in surplus accounts.)

8.) By Robert L. Rose President 3/20/02
(ANY AUTHORIZED OFFICER'S SIGNATURE) (Title) (Date)

RETURN TO:

Jesse White
 Secretary of State
 Department of Business Services
 Springfield, IL 62766
 Telephone (217) 782-7808

ITEM 8 MUST BE SIGNED!

Under the penalty of perjury and as an authorized officer, I declare that this annual report, pursuant to provisions of the Business Corporation Act, has been examined by me and is, to the best of my knowledge and belief, true, correct, and complete.

(PLEASE COMPLETE THE REVERSE SIDE OF THIS REPORT)

PRESIDENT ROBERT ROSE 1120 HIGEL AVE PO BOX 35236 SARASOTA FL 34247

SECRETARY ROBERT ROSE SAME

IF THE ABOVE OFFICERS' NAMES AND ADDRESSES ARE MISSING OR HAVE CHANGED, ENTER ONLY THE ADDITIONS OR CORRECTIONS BELOW.

F 4967-011-7
File No.

PRESIDENT	Robert L Rose	PO Box 35236	Sarasota FL	34242
	NAME	STREET ADDRESS	CITY	STATE ZIP CODE
SECRETARY				
	NAME	STREET ADDRESS	CITY	STATE ZIP CODE

ENTER FEDERAL EMPLOYER IDENTIFICATION NUMBER IF NOT EXEMPT

(Item 9, OR 10.(a.) OR 10.(b.) whichever is applicable, MUST be completed)

9. The amounts stated in parts (a) through (e) below are given for the twelve month period ending 12/31/01.

The value of the property (gross assets)

(a) owned by the corporation, wherever located, was(a) \$ _____

(b) of the corporation located within the state of Illinois was(b) \$ _____

The gross amount of business transacted by the corporation

(c) everywhere for the above period was(c) \$ _____

(d) at or from places of business in Illinois for the above period was(d) \$ _____

Give the location of the principal places of business of the corporation in each state where authorized to transact business and the gross amount of business transacted in each state for the above period. (If necessary attach a second sheet.)

ALLOCATION FACTOR = $\frac{b + d}{a + c}$ = (Write this figure on line 11b below.)
(6 decimal places)

10.(a.) ☒ ALL property of the corporation is located in Illinois and ALL business of the corporation is transacted at or from places of business in Illinois.

(b.) ☐ the corporation ELECTS to pay franchise tax on the basis of 100% of its total paid-in capital.

ALLOCATION FACTOR = 1.00000 (Write this figure on line 11b below.)

STOP! Item 9 or 10 must be completed before continuing TO Item 11.

11. ANNUAL FRANCHISE TAX AND FEES

(a.) Total Paid-in Capital (Enter amount from Item 7a from the other side of report. If late, enter the greater of 7a or 7b.)

(b.) ALLOCATION FACTOR (Enter from Item 9 or Item 10 above)

(c.) ILLINOIS CAPITAL (Multiply line (a.) by line (b.))

(d1.) Multiply line (c.) by .001 (Round to nearest cent)

(d2.) ANNUAL FRANCHISE TAX (Enter amount from line (d1.), but not less than \$25

(e1.) If Annual Report is late, multiply line (d2.) by .10

(e2.) If Annual Franchise Tax is late, multiply line (d2.) by .01 for each month late or part thereof (minimum \$1.00)

(e3.) INTEREST & PENALTIES (Add line (e1.) and line (e2.)

(f.) ANNUAL REPORT FILING FEE (\$25)

(g.) TOTAL ANNUAL FRANCHISE TAX, FEES, INTEREST, & PENALTIES DUE (Add line (d2.) + LINE (e3.) + LINE (f.)

a.	200,000	
b.	x .2100	
c.	42,000	
d1.	42.00	
d2.	42.00	
e1.		
e2.		
e3.		
f.		+25.00
g.		67.00

MAKE CHECKS PAYABLE TO ILLINOIS SECRETARY OF STATE.
(PLACE CORPORATE FILE NUMBER ON CHECK.)

IMPORTANT!

If there have been changes in Item 6 or 7, the enclosed form BCA 14.30 must be executed and submitted with this annual report in the same envelope.

ATTACHMENT 4

Gentlemen,

Enclosed are the operators that are in Madison County, IL and St. Louis County, IL, which are the two counties you guys are operate in.

I would not use the numbers that are on the list, since they are probably not valid anymore.

Try these, if you, can't get a hold of anyone.

Conoco	Vance Webb	580-767-4845
Encana Pipelines (Platte)	Terry Larson	307-253-6165
Explorer	Roger Fleming	918-493-5112
Koch	Deb Haifleigh	316-828-5808
Laclede	Robert Glosier	314-658-5484
Marathon	Tad Schell	419-421-3201
Phillips	Linus Schmitz	918-661-4814
Reilient (MRT)	Ted VandeKamp	318-429-3606
Shell	David Sheaff	713-241-4381

These guys are our compliance contacts. They should, hopefully, be able to help you out, if they can.

Sorry about the maps.

Take care

Hans

REGION CENTRAL
 up by: STATE

Operator List Report

Operator ID / Name	Status	Risk Mgmt	Syst Intg	Activation / Deactivation Date	City / State	Contact / Title	Phone / Fax
13131 CONOCO INC (AKA CONOCO PIPE LINE)	A	N	N	04/21/1995	PONCA CITY, OK	CONSTIEN, GREG H	580/767-2760
4805 EXPLORER PIPELINE CO	A	N	N	05/04/1987	TULSA, OK	VICE-PRESIDENT AND GENERAL MANAGER, TRANSPORTATION	580/767-3627 918/493-5106
11031 LACLEDE GAS CO	A	N	N	06/04/1987	ST LOUIS, MO	VICE PRESIDENT, OPERATIONS GLOSIER, ROBERT	918/493-5177 314/858-5484
602 RELIANT ENERGY GAS TRANSMISSION	A	N	N	05/24/1995	SHREVEPORT, LA	SUPT. GAS SUPPLY & CONTROL FERGUSON, WALTER	314/531-4013 713/207-5120
31174 SHELL PIPELINE CO., L.P.	A			11/24/1998	HOUSTON, TX	VICE PRESIDENT - OPERATIONS ROOTES, GEORGE M	713/241-3526
18678 ST LOUIS PIPELINE CORP	A	N	N	05/04/1987	ANDOVER, NY	PRESIDENT - GEO HOPGOOD, DON	713/241-7643 818/251-4701
						GENERAL MANAGER	818/251-4703
						Count:	6
						Final Count:	6

St. Louis Co, MO

Operator List Report

REGION CENTRAL
Group by: STATE

Operator ID / Name	Status	Risk Mngt	Syst Intg	Activation / Deactivate Date	City / State	Contact / Title	Phone / Fax
13131 CONOCO INC (AKA CONOCO PIPE LINE)	A	N	N	01/21/1995	PONCA CITY, OK	CONSTIEN, GREG N	580/707-2700
31161 ENCANIA PIPELINES (USA) INC.	A			10/28/1990	CASPER, WY	VICE-PRESIDENT AND GENERAL MANAGER TRANSPORTATION MERRY, ROBERT D	580/707-3527 307/237-5590
4805 EXPLORER PIPELINE CO	A	N	N	06/04/1987	TULSA, OK	MANAGER, U.S. OPERATIONS SANDS, RODNEY	307/237-5770 918/483-5105
22855 KOCH PIPELINE COMPANY, L.P.	A	N	N	10/25/1988	WICHITA, KS	VICE PRESIDENT, OPERATIONS MC CANN, PAT	918/493-5177 316/828-4157
11031 LACLEDE GAS CO	A	N	N	06/04/1987	ST LOUIS, MO	SENIOR VICE-PRESIDENT OF OPERATIONS GLOSTER, ROBERT	316/828-8097 314/658-5484
12127 MARATHON ASHLAND PIPE LINE LLC	A	N	N	06/04/1987	FINDLAY, OH	SUPT. GAS SUPPLY & CONTROL SHAW, THOMAS L	419/421-4002 419/421-3125
15490 PHILLIPS PIPE LINE CO	A	N	N	05/03/1995	BARTLESVILLE, OK	VP OPERATIONS YSEBAERT, DAVE	918/661-4814 918/662-2052
602 RELIANT ENERGY GAS TRANSMISSION	A	N	N	05/24/1995	SHREVEPORT, LA	PRESIDENT FERGUSON, WALTER	713/207-5128 VICE PRESIDENT - OPERATIONS
31174 SHELL PIPELINE CO., L.P.	A			11/24/1990	HOUSTON, TX	ROOTES, GEORGE M	713/241-3526 713/241-7643
18678 ST LOUIS PIPELINE CORP	A	N	N	00/04/1987	ANDOVER, NY	PRESIDENT - CEO HOPGOOD, DON	818/251-4701 818/251-4703
							Count: 10
							Final Count: 10

MADISON CO, IL

TOTAL P. 04

DOT RSPA

OCT-30-2002 15:28

Wednesday, 10/30/20

[Report]

Page 11 of 1

ATTACHMENT 6

May 1, 2002

SPILL PREVENTION, CONTROL AND COUNTER MEASURE PLAN

ILLINOIS PETROLEUM SUPPLY CORPORATION

1381 Robbins Rd
Hartford, IL 62048

CONTACT

DONALD K. HOPGOOD, GENERAL MANAGER
(618) 254-8273

CERTIFICATION: I hereby certify that I have examined the facility and, being familiar with provisions of 40 CFR Part 112, attest that this SPCC Plan has been prepared in accordance with good engineering practices.

Engineer: Gonzalo Ancira, P.E.
Date:
Registration No.: 15931



SEAL

A handwritten signature in cursive script, appearing to read "Gonzalo Ancira", written over the seal and extending downwards.

FACILITY INFORMATION

ORIGINAL DATE ISSUED 5/1/02

Facility Name: Illinois Petroleum Supply Corporation

Mailing Address: P.O. Box 153
Hartford, IL 62048
Telephone: (618) 254-8273

Owner: Tampa Pipeline, Corporation
Mr. Robert L. Rose
P.O. Box 35236
Sarasota, FL 34342
Telephone: (941) 312-0303

Contact Name: Donald K. Hopgood, General Manager
1381 Robbins Rd
Hartford, IL 62048
Telephone: (618) 254-8273

Other Contact: Bob Wahlig
1381 Robbins Rd.
Hartford, IL 62048
Telephone: (618) 254-8273

Location: The facility is located in Madison County, Illinois approximately 200 yards west of Illinois State Rd 111, South Roxana IL.

Facility Description: IPSC handles, stores, and transfers Jet-A petroleum products. Attachment A shows the site boundaries; adjacent highways, fuel storage facility, and office.

Fixed Storage: (2) 2,500,000-gallon aboveground vertical tanks. (1) 1,600-gallon aboveground horizontal tank. (1) 400-gallon in ground vertical tank.

Total Fuel Capacity: 5,040,000 gallons. Safe fill level 4,536,000 gallons.

IPSC SPC PLAN REVIEW 40 CFR 112.5(B)

ILPC SPCC plan will be reviewed and evaluated for accuracy every three years by either the owner or operator. If ownership or operator should change prior to the three-year review requirement the new owner or operator will review and evaluate this plan within 90 days of assuming responsibility of the operation. If there is any system reconfigurations or changes that would effect the actions identified within this plan, will require the SPCC plan be updated and re-certified, within 90 days of change completion.

Signature

Date

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

MANAGEMENT APPROVAL 40 CFR 112.7

This SPCC plan is fully approved by the management of Illinois Petroleum Supply Corporation and has been implemented as described.

Donald K. Hopgood
General Manager

Date

PAST SPILL EXPERIENCE – 40 CFR 112.7(a)

Illinois Petroleum Supply has not had any release to date.

POTENTIAL EQUIPMENT FAILURES – 40 CFR 112.7(b)

<u>Potential Event</u>	<u>Spill Direction</u>	<u>Volume Released</u>	<u>Spill Rate</u>
Complete failure of a full tank	into containment area	2,268,000 gallons	Instantaneous
Tank overflow	into containment	1 to 10,500 gallons	up to 10,500 GPM

CONTAINMENT AND DIVERSIONARY STRUCTURES – 40 CFR 112.7(c)(1)

- i. Earthen containment dikes are provided around fuel storage tanks and piping assemblies.
- ii. Booms, barriers, and sorbent materials are available in the immediate facility area

DEMONSTRATION OF PRACTICABILITY – 40 CFR 112.7(d)

Facility management has determined that the use of containment and diversionary structures and readily available equipment to prevent discharge fuel from reaching navigable waters is practical and effective at this facility.

FACILITY DRAINAGE – 40 CFR 112.7(e)(2)

- i. Drainage from dike containment areas are restrained by valves to prevent a spill or other excessive leakage of fuel into the facility's drainage system.
- ii. Normally closed 8" plug valves are used to drain dikes areas.
- iii. In the event of a spill from any tank or piping will be contained within the diked area.
- iv. Facility drainage systems are adequately engineered to prevent fuel from reaching navigable water in the event of equipment failures or human error.

BULK STORAGE TANKS – 40 CFR 112.7(e)(2)

- i. Each aboveground tank is of API-650 construction, the interior of each tank is epoxy coated and is compatible to the fuel stored in them and conditions of storage.
- ii. All aboveground tanks have earthen dikes for secondary containment, which will contain the volume greater than 110 percent of the largest tanks contained within that dike.

- iii. Drainage of rainwater from diked area is accomplished if:
 - a. Runoff rainwater is inspected to ensure compliance with water quality standards and will not cause a harmful discharge. IAW 40 CFR, Chapter 1 as defined in 40 CFR Part 110.
 - b. Records are kept of all drainage events on the IPSC Form 39a, Facility Security/Dike Draining Record, attachment C.
- iv. There is a 400-gallon in-ground double walled tank and a 1600-gallon aboveground horizontal tank on site. These tanks are product recovery tanks that are normally empty. The visible space between the walls of the 400-gallon tank is inspected daily for any possible leaks.
- v. There are no buried tanks at this facility.
- vi. Visual external tank inspections are performed daily which include tank supports and foundations.
- vii. All fuel tanks are equipped with an automated and visual liquid level gauge, computer screen capacity gauge, and high level alarms. The 400-gallon recovery tank has an automatic high-level pump back system. Venting capacity is suitable for the fill and withdraw rates.
- viii. Fuel leaks are corrected promptly.
- ix. Portable fuel storage, such as 55-gallon drums and 5-gallon cans are stored within the secondary containment area and not subject to periodic flooding.

TRANSFER OPERATIONS, PUMPING, AND IN-PLANT PROCESSES – 40 CFR 127(e)(3)

- i. Buried piping is coated as warranted to protect against corrosion. If a section of buried line is exposed, it is carefully examined for deterioration. If corrosion damage is found, additional examination and corrective action will be taken as indicated by the magnitude of the damage.
- ii. All piping supports are properly designed to minimize abrasion and corrosion and to allow for expansion and contraction.
- iii. All aboveground piping and valves are examined weekly to assess their condition. Pressure testing for piping is conducted as warranted.
- iv. Warning signs and barrier post are placed as needed to prevent vehicles from damaging aboveground piping.

INSPECTIONS AND RECORDS – 40 CFR 112.7(e)(8)

Daily visual inspections consist of a complete walk through of the facility property to check for facility damage and leakage, stained or discolored soil, excessive accumulation of water in diked areas and to insure the dike drain valves are securely closed.

The inspection form provided in Attachment B is used during daily inspections. These inspections are performed in accordance with procedures to meet API Standards and engineering specifications. Written inspection procedures and inspections are signed by the inspector and maintained in the office for three years.

SECURITY – 40 CFR 112.7(E)(9)

- i. The facility is surrounded by steel security fencing with 3-strands of outriging barbwire.
- ii. Fuel tanks and drain valves are located in fenced secured area.
- iii. Pump electrical supply control panels are located in control building and secured/locked when facility is unattended.
- iv. Three, 1000W security light are located in such a position as to illuminate the office and storage areas. Considerations were given to discovering spills at night and preventing spills occurring though vandalism.

PERSONNEL TRAINING, AND SPILL PREVENTION PROCEDURES – 40 CFR 112.7(e)(10)

- i. Management has instructed facility personnel in the operation and maintenance of pollution prevention equipment and pollution control laws and regulations.
- ii. The facility manager is accountable for fuel spill prevention at Illinois Petroleum Supply Corporation.
- iii. Management provides yearly spill prevention briefings for operating personnel to ensure adequate understanding of the SPCC Plan. These briefings highlight any past spill events and recent development precautionary measures. Training has been held on fuel spill prevention, containment, and retrieval methods. A simulation of an on-site spill has been conducted and future exercises shall be periodically held to prepare for possible spill response. Records of these briefings and spill prevention training are kept in personnel training records.

EMERGENCY TELEPHONE NUMBERS

A. Notification Procedures

1. Facility Manager, Don Hopgood (618) 588-3640
2. National Response Center (800) 424-8802
3. State Emergency Response Commission (800) 782-7860

B. Clean-up Contracting

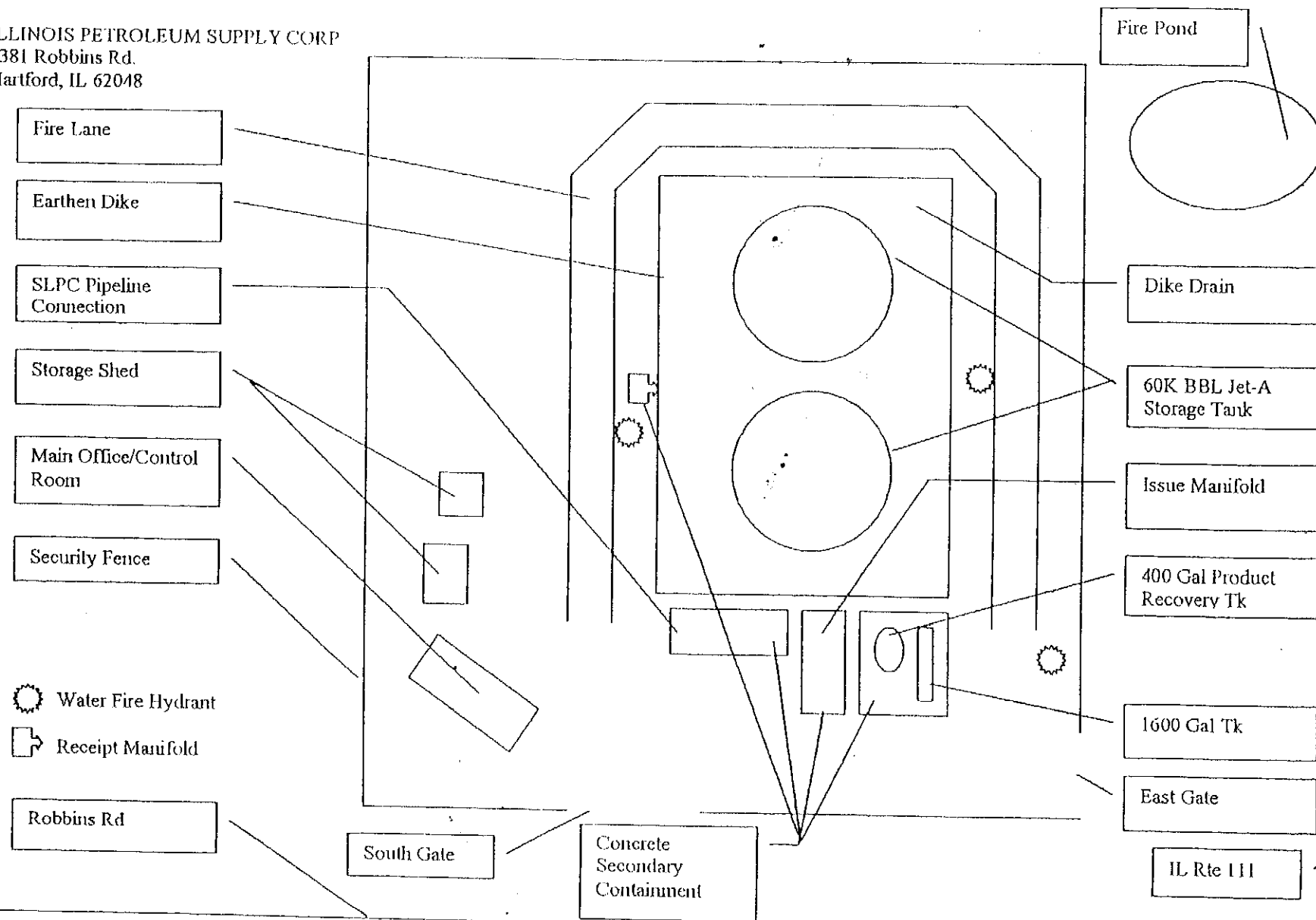
1. Geeding Construction (636) 528-5863

C. Supplies and Equipment

1. Geeding Construction (636) 528-5863
2. Midland Waste (618) 656-6883

ILLINOIS PETROLEUM SUPPLY CORP
1381 Robbins Rd.
Hartford, IL 62048

NOT TO SCALE



Daily (use application markings)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1. General Condition																															
2. Differential Pressure																															
3. Dike Condition																															
4. Filter Sumps																															
5. Fire Extinguishers																															
6. Fuel Leaks																															
7. Ground Reels, Cables & Clamps																															
8. Hoses, Swivels & Nozzles																															
9. Product Recovery Tanks																															
10. Security, Fire & Safety Items																															
11. Storage Tank Sumps																															
Initials of person performing tasks or person accepting responsibility that tasks were performed																															

Monthly	MK	Date	Initial	Annual	MK	Date	Initial	Misc
1. Emergency Shutoff				1. Facility Condition				
2. Filtration Test				2. Filter Elements				
3. Fire Extinguishers				3. Filter/Separator Heaters				
4. Grnd Cable Continuity				4. Line Strainers				
5. High Level Controls				5. Meter Calibration				
6. Pumps & Meters				6. Gauges & Valves				
7. Signs & Placards				7. Storage Tank Interiors				
8. Spill Kits				8. Tank Vents				
9. DP Gauges				9. Overpressure Devices				

Remarks: _____

(use reverse for additional remarks)

Markings (Mk)

✓ = Satisfactory

X = Unsatisfactory

CF = Carried Forward (not due current month)

N/S = Not in Service

Note #2: Multiple tanks, filters and other equipment must have supporting documentation showing results of required checks.

Attachment B

Supervisor Review/Date _____

Facility Security / Dike Draining Report

Month/Year _____

Facility Security	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1. Tank Area																															
a. Dike Drain Closed																															
b. Main Tank Valves Closed																															
c. 400 Gallon Tank Empty																															
d. 1600 Gallon Tank Empty																															
2. Outside Area																															
a. Shed (Lights/Locked)																															
b. Gates Locked																															
c. Equipment & Tools Secured																															
3. Building																															
a. Pump Control Panels (Off)																															
b. Radio/Coffee Pot (unplugged)																															
c. Office Equipment (Off)																															
d. Trash Cans (Empty)																															
e. Doors & Windows (Locked)																															
Initials of person performing tasks or person accepting responsibility that tasks were performed																															
Dike Drainage																															
Presence of Fuel																															
Start Time																															
Finish Time																															
Initials of person performing tasks or person accepting responsibility that tasks were performed																															

Remarks: _____

Markings (MK)
 ✓ = Satisfactory
 X = Unsatisfactory
 Note: Any and all visible fuel sheens will be cleaned prior to release. Drain Valves will be closed and locked when unattended.